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BRITISH BOXERS.

PUBLIC TIRED OF BOOMED
PRETENCE.

Some recent comments on this subject
by our London correspondent are re-
inforced in the following article from
The Observer:

Most of the sporting writers, comment-
ing on the recent decisive defeat of Jack
Bloomfield by Tom Gibbons, bemoan the
fact that there seems no early prospect
of Britain regaining the World's Cham-
pionship in the heavy-weight class. They
are right. There is no prospect under
present conditions, and there never will
be till those conditions change radically.

What justification there was for any
belief that Bloomfield could beat Gibbons,
and what fragment of hope there was
that he might be a fighter, was lost
when he was beaten by Dempsey, and the
championship, it is now, more than ever,
difficult to discover. He would not last
thirty seconds with Dempsey, and it is
doubtful whether he would stand up for
five rounds to any one of half a dozen
other American boxers less experienced
than Gibbons.

This is not intended to be a personal
criticism of Bloomfield. From popular
purport of his record before he was beaten
at Wembley, it might be imagined that
he was a fighter, not a fighter, while,
on the other hand, Gibbons's claim to
fame would seem to rest, not on his ring
record, but upon his capacity to consume
unlimited quantities of ice cream. That
is just what is wrong with the Press
publicity about these fighting men. The
general public gets no real idea of the
pugilistic experience of contestants, and
consequently it rarely understands why,
of two men, assumed to be reasonably
well-matched for a fight, one proves such
an easy victim to the other. If the public
knew that some man had fought scores
of times and had met and beaten dozens
of boxers equally well-tried in ringcraft,
after years of schooling in a very tough
arena, while the other had practically no
experience, whatever, it would not take
such a fight as that between Gibbons and
Bloomfield seriously. But then the gate
receipts would suffer as a consequence,
and it is only after the event that the
truth comes out. The present fashion is
for newspapers to out-do the sporting
press in the manufacture of pseudo "box-
ing champions" who never live up to
expectations but who know everything
about the art of "coming back."

A PITIFUL ARMY.

Britain will have no chance of winning
the world's championship from American
holders until her heavy-weights not only
change their style of boxing, but get the
experience that makes a fighter. She
ought to be. Look back over the list of
British claimants during the past fifteen
years and see what a pathetic figure they
have each cut in the ring. "Bombardier"
Wells—a pretty boxer as ever, but the
gloves afflicted with what his apolo-
gists termed "an unfortunate tempera-
mental defect," which, interpreted, means
that he had no fighting spirit. "Joe"
Beckett—with less of the "temperamental
defect," and less of boxing science. And
now Bloomfield, whose claims to fame
may be summarised as (a) a keenness for
fighting; (b) the possession of a punch
that never lands; and (c) a wonderful
gamefulness in taking a hammering that is
inevitable, and about which he knows
little or nothing during the fray.

The quality of these aspirants for the
world's championship was in the case of
the first two shown to be nil when Car-
pentier met them, and in Bloomfield's
case disappeared altogether after the first
round with Gibbons. Carpentier's form,
anyway, was obviously never any lucid-
rate gauge of British boxing quality, con-
sidering the comparatively poor showing
the Frenchman made when confronted by
American boxers. To use an old expres-
sion of the ring, it would seem that
British heavies of the past decade or so
"couldn't knock a chop off a grid-iron."
The much-vaunted "quality of gameness
under punishment"—applicable only in
the case of Bloomfield—is at best a nega-
tive one. It does not win champion-
ships; it only demonstrates the spirit of
martyrdom in the loss of them.

It would be well for those who desire
to know why Britain does not produce a
real champion, or a real claimant to the
right to fight for the championship, to
study the conditions that go to make
American heavy-weight boxers what they
are. The first thing they will discover is
that no American boxer gets anywhere
near championship class without first
fighting his way right up to it from the
very bottom. He is a veteran of the
ring—no matter how young he may be—
long before he is ever heard of as a
possible aspirant for a match with the
champion. Men like Corbett, Fitzsim-
mons, Jeffries, Burns, Johnson, and
Dempsey, and others such as Sharkey,
Ruhlin, Brennan, Greb, and Gibbons, had
to fight a dozen times a year, and for
years, before they were heard of. How
many contests has Bloomfield fought to
make him a pretender to the heavy-
weight belt, or justify his meeting with
any hopes of success a seasoned warrior
like Gibbons? How many fights, worth
calling such, had "Bombardier" Wells
or "Joe" Beckett in the whole course of
their respective careers?

GUILTING THE PUBLIC.

It may be true—in fact it is so—that
fighters are born, not made; but it is im-
possible to tell whether a man is a born
fighter until he has demonstrated it by
successive battles in the ring. Yet the
British heavy-weight, after four or five
encounters with opponents whose quality
is palpably no test of skill, or the fight-
ing spirit, is presented in exaggerated
terms to the public as a future cham-
pion. The public is induced to invest
him with the mantle of Sayers, or Char-
ley Mitchell; in him are reposed the
hopes of the nation, and when the mantle
drops from his shoulders, and the hopes
are dissipated by a couple of punches, it
(Continued on next column.)

BRUTE BASEBALL?

STRONGEST MAN IN BIG
LEAGUES: RIVALS HERCULES.

[BY CHRISTY WALSH.]

Who is the strongest man in baseball?
That's one question that really ought
to be answered without an argument.

Many people say that Eddie Collins is
the smartest man in the game to-day.
But you can always find an argument on
that one. Many say that Walter John-
son, in his prime, was baseball's swiftest
pitcher. But you can get into a regular
debate on that one, too. The records
show that Ty Cobb, at his best, was the
king of all base-stealers, but friends of
Max Carey and other speed boys will put
up an argument against the mighty Ty.

But any baseball jury would surely
hand the strong-man verdict to Lawrence
Hackenschmidt, Miller of the Chicago
Cubs. Outside of Samson and Hercules
no one in the history of baseball has done
the things that Hack has done. And as
far as "Sam" and "Herc" are con-
cerned, neither one is recognized in
National League records. In fact, Sam-
son wasn't recognized by anybody after
Dalliah up and bobbed his hair.

SICKNAMED AFTER FAMOUS WRESTLER.

But Hack Miller, nicknamed in honour
of M. Hackenschmidt, one of our most
cultured wrestlers, has done strong things
that make the Ringling Brothers' strong-
man look like a week-old baby. If Hack
could only shove a ball through the in-
field of the Giants like he can shove a
spike through four inches of hardwood,
Frankie Frisch would have to go back to
the scoreboard for his bunts.

Hack's dad was also a man of mighty
sineu. In fact, to hear him tell it, Hack
is only a weakling in comparison. Dad
was a playmate of John L. Sullivan, and
on one occasion, they were walking down
the street and found a wagon full of
cement had run over a little boy. People
were trying to lift the wagon off the little
fellow's feet. The two giants volunteered
their services immediately, but while John
L. was removing his coat Hack's dad pulled
a couple of telegraph poles out of the
ground and pried the wagon up.

IS FAST FOR HIS WEIGHT; SWIPED SIX BASES.

So it's no wonder that Hack Miller of
the Cubs is a husky citizen. He weighs
over 200 pounds and gets around first
for such a hefty frame-work. The Cubs
are one of the fastest-moving clubs in
either major league, and the surroundings
make it tougher for Hack than if he played
somewhere else. And yet it is sur-
prising to learn that the big boy swiped
six bases last year. It isn't many, but
at least it is as many as these boys
got: Holke, McInnis, Mott, Tierney,
Stenzel, Tobin, Sewell, Witt, Judge or
Gerber, and nobody calls any of that
crowd fatfooted.

Of course, the big question is, does Hack
Miller's great physical power improve
his value as a ball-player? Manager
Kilmer says he frequently gives his ball
club the punch it needs in a pinch, but
outside of that the lighter and swifter
men seem to have sufficient punch to
play a better all-round game.

Miller's batting average last year was
301, which included 24 two-baggers, two
three-baggers and 20 after the old fence.
His batting average, comparatively low,
would be offset if Hack had more distance
wallops to his credit. You can't laugh off
20 home runs in anybody's league, be-
cause that's more than George Kelly of
the Giants got last year and twice as
many as the heavy-hitting Bob Meusel of
the Yankees. But as compared with 41
by C. Williams, who is much lighter,
much thinner and surely not as strong
as Husky Hack, the big conundrum is:
How much power does a batter need to
be a powerful batter?

is said by the critics that there is some-
thing inflexible about it. There is no-
thing of the sort.

Certain things are wanted to develop
a British heavy-weight boxer into any-
thing like championship class. First of
all he must be as keen on fighting as
he is on fighting, and any other desirable
form of recreation. Then he must be
taught that his fists will be in the ring,
and not in the gymnasium. After a
thorough course of tuition in modern
methods of fighting, the British heavy-
weight needs plenty of fighting. If he
cannot get it in England, he should
endeavour to live for a year where he
will get all his quality justified or his
stoic will stand, and that is on the
Pacific Coast of the United States—where
the champions come from. There he can
meet all classes of fighters, each one
eager to qualify by experience and record
to advance a stage nearer the cham-
pionship. While British boxers are satisfied
to fight no more than half a dozen times
before claiming the right to be consid-
ered for the championship; whilst they have
no other qualification than a reputation
for possessing a punch and pluck, they
must be content to see the championship
elude them.

The film of the fight brings out clearly
the farical pretence of Bloomfield to be
regarded as a first-class exponent. He is
not merely slow, he is grotesquely ponder-
ous, and Gibbons never had any trouble
to break through a thoroughly unscientific
defence. He dealt out punishment
at leisure because Bloomfield was
deplorably defenceless. To talk about the
contest as a "great fight" is to
descend to superlative non-sense. The
event serves to show that columns of pre-
paratory, ecstatic exaggeration count for
nothing when a tenth-rate boxer meets
a real fighter in earnest combat. How
long the public will continue to be
guilty by deceptive artifices remains to
be seen. The fact that not one-third of
the people who were present at the Wem-
bley Exhibition considered it worth
while to patronise the boxing contest
speaks contempt. The squidly squabble
about finance may also be left to sort
itself out, but small tribute to the clean
side of British sport will come to the
surface in the process.

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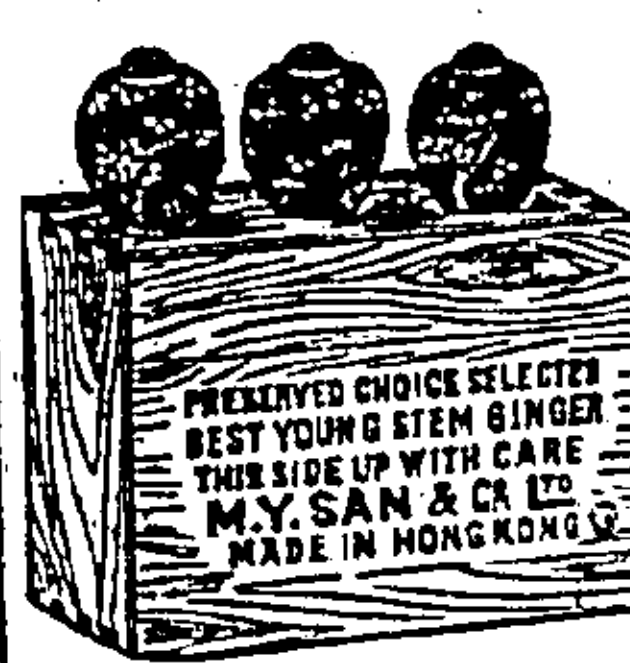
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SEE PAGE 8

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MEMORIAL TO LATE CAPTAIN PLANT.

PIONEER OF YANGTZE
NAVIGATION.

MONUMENT ON THE HSIN TAN AND
A BURSARY FUND.

The erection of a monument of Hanan granite 50 feet in height to perpetuate the memory of the late Capt. S. C. Plant has been completed on the site of the bungalow in which Capt. and Mrs. Plant used to live in the Yangtze Gorges, at the Hsin Tan, on the left bank of the river about 31 miles above Ichang.

They died while on their way home—the husband on board ship and the wife after arrival at Hongkong and both were buried at Happy Valley in the same grave. It is through the energies of the late Capt. Plant that a large number of steamers now ply on the dangerous waters of the Upper Yangtze, improving communication and trade with the interior of China.

The inception of the scheme to perpetuate the memory of Capt. Plant by a monument came from his friends, Chinese and foreign, in the neighbourhood of the Upper Yangtze, and from Mr. W. W. Mariner, of the firm of Messrs. Yarrow & Co., who was on a visit to China, supported by the shipping firms interested in the Upper Yangtze, and the Chinese Maritime Customs. But the proposal to erect a monument to Capt. Plant's memory would have taken very much longer to have borne fruit had it not been for the spontaneous promise of financial support made by the seven shipping firms comprising the Shanghai Committee and the Inspector-General of Customs.

THE FIRST STEAM CRAFT.

Capt. Samuel Cornhill Plant came to China in 1898, having been engaged by Mr. Archibald Little to command the s.s. *Pioneer* (the first merchant steamer to visit Chungking, the outcome of Mr. Little's persistent efforts to open the Upper Yangtze to steam navigation) belonging to the Yangtze Trading Company. Capt. Plant having been selected for this command because of his knowledge of the Euphrates, a somewhat similar river to the Upper Yangtze.

For the purpose of learning the River he made a few trips in Mr. Little's steam launch the *Leechuan*—the first steam craft to ascend the Rapids, in February, 1898, and in June, 1900, he took the *Pioneer* up to Chungking. The Boxer trouble then broke out and the *Pioneer* was commandeered by the British Government and was shortly afterwards taken over by the British Naval Authorities, rechristened the *Kinslow* and used as a gunboat.

Capt. Plant then offered his services to the British Naval Authorities, without success, so he took service with the French Navy in 1901, piloting their gunboats, the *Olry* and others, between Ichang and Saifu for a number of years. During this time he studied the river minutely with a view to determining the best type of cargo steamer for the river, and in 1908 he succeeded in inducing the Szechuan Steam Navigation Company to adopt his ideas, and they sent him to England to superintend the construction of a new steamer, the *Shuhun*, by Messrs. Thornycroft, which was mainly his own design and which he commanded with great success from 1909 to 1912.

AS RIVER INSPECTOR.

The experience gained by the *Shuhun* encouraged the owners to order a much larger steamer, which was built by Messrs. Yarrow & Co., Capt. Plant helping to design her and superintending construction, and, as the *Shuhun*, he ran her from 1913 to 1915 as successfully as he had the *Shuhun*.

In 1915, when he felt the time had come for a better supervision of the river between Ichang and Chungking, he offered his services to the Customs and was appointed River Inspector.

In order to supervise the work of training pilots to pilot steamers he built a house on the Hsin Tan, where he later lived with his wife, and it is on this site that a memorial has been erected. He filled his post as River Inspector from April, 1915, until his death on February 29th, 1921, with great credit, and the present progress in navigation on the Upper Yangtze is the result of his indefatigable labours.

Captain Plant, who was loved by all those who knew him, was a quiet man with a great horror of publicity. He was a friend to all, both foreign and Chinese alike, and most generous and helpful with his advice to those who sought it for the construction of new steamers, or the surmounting of the numerous difficulties connected with the River.

Capt. Plant's success on the Upper Yangtze was made possible by the initial venture of Mr. Archibald Little to open up the Upper Yangtze to steam navigation, to whom Capt. Plant always referred as his patron, and whose efforts he was never tired of praising.

A DOUBLE MEMORIAL.

There has been established a Memorial Fund, to perpetuate the memory of Capt. Plant, and this will be administered as in the following way:—

1.—The erection of a plain granite monument, about 50 feet high, on Pyramid Hill, on the opposite side of the river to Ichang, roughly estimated to cost \$15,000.

2.—The establishment of a "Mrs. Plant Bursary"—a trust fund of \$4,000 the interest on which is to be devoted, in the first place to educating and providing for the two Chinese girls for whose welfare Mrs. Plant had made herself responsible, and when they had ceased to need it, to the education of girls of a similar class.

3.—Some other work of general public benefit (e.g., a drinking fountain for thirsty travellers, a public ferry for the Hsin Tan, or a Mercantile Marine "Plant" Scholarship) as may be decided by the Committee later and the sum of money subscribed may permit.

Of the above

(Continued at foot of next Column.)

THE KING OF SIAM AT SINGAPORE.

H.M. the King of Siam last week paid a visit to Singapore and was received with all the customary royal honours.

The official character of His Majesty's visit to the Colony closed with the dinner at Government House, following which the visit has taken on a private aspect. His Majesty taking part in various engagements in a private capacity.

H.M. the King of Siam was born on January 1st, 1881. His early education was in the hands of a private tutor. Later he was educated at the Royal Military College, Sandhurst, which he entered in 1898, and then at Christ Church, Oxford, in 1900. He was proclaimed heir to the throne of Siam on the death of his elder brother in 1895. His Majesty represented the King of Siam at the Jubilee of Queen Victoria in 1897. He also represented his late father at the funeral of Queen Victoria, at the King of Spain's coronation and King Edward's coronation in July, 1902. While at Sandhurst His Majesty was attached to 1st Battalion Durham Light Infantry, 1899, and during the same year was attached to No. 6 Mountain Battery during training at Okehampton. In November and December, 1899, His Majesty joined the school of musketry at Hythe and obtained an officer's extra certificate. Some years ago he was made an Honorary General of the British Army.

CHINA-AUSTRALIA STEAM- SHIP CO.

GOING INTO LIQUIDATION.

As a result of a long series of losses in the shipping trade between Australia and China, the China-Australia Steamship Company, Sydney, is passing into liquidation. The company, which has been in business for two years, took over the business of the China-Australia Mail Line, which was inaugurated in 1918. It is stated the losses incurred from the inception of the line in that year have been £180,000. The steamer *Victoria*, the only vessel left in the company's fleet, is in the hands of a receiver.

WEDDING.

READER-HARRIS-TURNER.

The marriage took place at the Church of St. John, the Baptist, Port Edward, Weihaiwei, on the 24th September of Mr. Montgomery Reader-Harris, M.C., son of the late Mr. Reader-Harris, K.C., and Miss Millicent Damassa Turner, daughter of Sir Skinner and Lady Turner. The Resident Chaplain, the Rev. C. R. Burnett, officiated and Mrs. Burnett presided at the organ.

St. John's Church was tastefully decorated for a very interesting event in white and purple by lady residents, the chancel with white asters and Michaelmas daisies and the rest of the interior with purple asters. Glorious weather, so typical of Weihaiwei in September, favoured the happy occasion.

Entering the church to the strains of an appropriate voluntary, the bride, who was given away by her father, Sir Skinner Turner, looked charming in beautifully cut white satin marocain, trimmed with crystal and pearl embroidery and orange blossom. The veil was of tulle forming a long thin train held in with a wreath of orange blossom. She carried a large bouquet of white asters. Miss Florence Craddock acted as bridesmaid and was dressed in gracefully draped pale green crepe de chine, effectively ornamented in front with large rosettes of iridescent sequins, worn with hat to match, trimmed with a white drooping ostrich feather. Her bouquet was of pale pink asters and she wore a gold bangle, a gift from the bridegroom. Lady Turner was in navy blue silk crepe, embroidered in Oriental colours with hat to match. She carried purple asters.

During the signing of the register, "Perfect Love," to Lord Crofton's setting, was played; and the Wedding March from "Lohengrin" as the bridal party left the church.

A reception followed at Government House, by the kindness of the Officer Administering the Government, Mr. Russell Brown, on the lawns of which the happy couple received the congratulations of a number of friends. It was a large party for Weihaiwei, if small in comparison with the much wider circle of friends in China and elsewhere.

Mr. and Mrs. Reader-Harris left later to spend a brief honeymoon in Chefoo.

Mrs. Reader-Harris's going-away dress was of beige satin marocain, trimmed with folds of the same material and studded with small to tone with a big hat to match.

1.—A granite pyramidal obelisk 50 feet in height has just been erected at Hsin Tan, costing about Shanghai Tls. 13,000 (the figure given is approximate, because some payments connected with the erection of the monument have not yet been settled).

2.—The "Mrs. Plant Bursary" is in operation on the lines indicated above.

3.—The provisions of this paragraph could not be complied with until the monument had been completed and it is known what funds remain at the disposal of the Plant Memorial Fund Committee.

A full account of the matter will shortly be issued in pamphlet form to all subscribers, among whom are a number of prominent Chinese, who have fully realized the great value of Capt. Plant's work.—N.C. Daily News.

COMPANY MEETING.

DAIRY FARM, ICE AND COLD
STORAGE CO., LTD.

The 25th ordinary annual meeting of the Dairy Farm, Ice and Cold Storage Co., Ltd., was held at the Lower Albert Road office, on Saturday morning. Mr. A. B. Stewart presided, and those present included Messrs. D. M. Ross and J. P. Warren (Directors), A. Stevenson (Manager), M. Manuk (Secretary), and the following shareholders: Messrs. T. Oliphant, C. Makeham, Chan Tong, B. W. Bradbury, J. Jack, N. W. Page, Chan Nai-pan, W. A. Eastman, J. Smith, Chack-luen, and F. Ellis.

CHAIRMAN'S SPEECH.

The CHAIRMAN said: Gentlemen.—Although the result of the year's working is not as good as that of last year, I think you will agree that it is not unsatisfactory considering the difficult conditions with which we have had to contend. The typhoon last year damaged the major portion of the rice crop and thus created a shortage of fodder. This, coupled with the unsettled conditions in South China, made it almost impossible to obtain cattle food at anything like the usual prices, and we were compelled to pay higher prices locally and to import fodder from Canada and Australia, with the result that, during the year under review, our cattle food cost us \$63,000 more than in the previous year, although there was only a small increase in the number of our herd. I regret to say that present indications are that conditions will not be much better this year unless there is a speedy end to the troubles in North China, where most of our cattle food comes from.

THE NEW ICE PLANT.

The new ice plant at our East Point Factory was completed and started operations on September 1st, and on September 4th we held an official opening ceremony, which was duly reported in the local papers. We had hoped to be in a position to start the making of ice early in the summer, but owing to labour troubles and other causes the building was not completed in time. It is estimated that owing to this unfortunate and unforeseen delay, our revenue suffered to the extent of about \$20,000, as we were unable to cope with an exceptional demand for ice during the hot season. This caused a certain amount of inconvenience to customers, which is much regretted. But for the exceptional circumstances already referred to, we should have been in a position to place before you a very much better result. I might mention, however, that the Company's turnover constituted a record, which, needless to say, meant a great deal more work for the staff, and your Directors have voted them a bonus of 15 per cent. on their salaries, which I trust will have your approval.

At this juncture I should like to express the thanks of the Board and the shareholders to the Manager, the Secretary, the Superintendents and the staff for their devotion to work and their keen interest in the welfare of the Company. Early in the year, your Directors deemed it advisable to send the Company's Secretary to Australia. Mr. Manuk while there was able to effect considerable savings by entering into favourable contracts and making various purchases for the Company, and this to a great extent is responsible for the maintenance of our profits in spite of the adverse conditions mentioned.

SUPPLYING KOWLOON.

On looking through the accounts, you will observe that Profit and Loss Account has been credited with \$92,000.38 the net profit made on the sale of Kowloon Island Lot 619. It was the intention of your Directors, when they bought this property, to put up a building thereon for a depot to serve Kowloon, but it was found that this necessitated too big an outlay, and the scheme was therefore abandoned. We now have other schemes in mind for meeting the requirements of Kowloon's growing demands.

FINANCIAL RESULTS.

The net profit for the year, after writing off depreciation, bad and doubtful debts, etc., amounts to \$303,959.53, which, together with the sum of \$10,082.43 brought forward from last year's account, makes a total of \$313,041.96. It is proposed to deal with this balance as follows:—Pay a dividend of \$1.50 per share on 200,000 shares, \$300,000; transfer to credit of Typhoon and Fire Insurance Fund, \$16,942.40; carry forward, \$6,200.61. You will observe that the sum of \$16,942.40 has been appropriated during the year from the Fire and Typhoon Insurance Fund to repair some of the damage done by the 1923 typhoon. It is now proposed to replace this amount, thus raising this fund to \$100,000, the figure at which it stood last year.

You will also observe that this year our losses in bad and doubtful debts are unusually heavy. This is due to a loss of \$14,537.31, owing to us by the China Mail S.S. Company, which went into liquidation. I might mention that this Company had been dealing with us for a number of years and their accounts were always paid regularly. We have done our best to recover this sum, but I am afraid there is very little hope of success.

The Company's properties, machinery, stocks and investments are shown in the balance sheet at conservative valuations, and I think you will agree that the Company is in a very sound position. Prospects of a growing volume of business are favourable, and with our present capacity for manufacturing ice and handling various foods, we are in a position to take care of the Colony's increasing demands for some years to come.

(Continued on next Column.)

LOCAL SPORT.

CRICKET.

MR. HANCOCK'S XI. v. MR.
PEARCE'S XI.

Just as Mr. Hancock's side took the field at 1.15 p.m. on Saturday the rain began to fall. In spite of this and a very strong gale blowing from the Dockyard an attempt was made to continue the match. Bowker off his third ball got A. A. Runjahn caught at slip by Hancock off one that got up quickly. Armstrong followed, but entirely mistimed his first ball and was c and b. More came in and scrambled a single.

Webster howling against the wind entirely deceived More who played right inside one, but Owen-Hughes at first slip dropped an easy catch. In Bowker's next over Balhatehet got a nice four to long leg off a short, but immediately after was bowled by a beauty which turned in sharply and just touched the off stump. More got Webster to long leg for four, but was nearly out in the slip again, the ball pitching just short off Hancock's touch. After an over from Bowker the fielders, thoroughly wet, retired and shortly after the match was abandoned. It will be resumed at 4 p.m. on Wednesday if possible.

It was hardly a fair test of cricket, but I think it will take Finnie some time to settle down as a wicket keeper, and Stripp, as a better bat, should now be fairly sure of a place, as Davies is again on the injured list. Bowker bowled well under favourable conditions.

Score:—

| | |
|------------------------------------|---|
| A. A. Runjahn, c Hancock, b Bowker | 5 |
| H. N. Balhatehet, b Bowker | 5 |
| H. J. Armstrong, c and b Bowker | 0 |
| G. B. More, not out | 8 |
| Capt. West, R.M.L.L., not out | 1 |
| Eyes | 7 |

Total (for 3 wickets) 21

Q.M.S. Stripp, Pay-Lieut.-Comdr.
Hargreaves, T. E. Pearce, E. B. Reed, Mr. G. R. Lough, and Q.M.S. Jacobs did not bat.

Bowling Analysis.

| | | | |
|---------|---|---|---|
| Bowler | U | R | W |
| Bowker | 3 | 7 | 3 |
| Webster | 2 | 7 | 0 |

Mr. Hancock's Side:—H. E. Hollands, A. E. Wood, E. J. R. Mitchell, Lieut.-Col. E. G. Matthews, A. C. J. Bowker, R. E. A. Webster, Rev. E. R. Quick, E. W. Hamilton, J. Finnie, and F. N. Young.

R. Abbott.

V.R.C. CHAMPIONSHIPS.

POSTPONED THROUGH ADVERSE
CONDITIONS.

Owing to the typhoon weather prevailing on Saturday it was decided to postpone the Final contests for the Victoria Recreation Club Championship until a date to be fixed to-day.

HOCKEY.

The H.K.H.C. are turning out three teams on Wednesday, October 8th:—

1st XI. v. H.K.S. Bde. R.A., at U.S.R.C.
2nd XI. v. Grenadiers 2nd XI. at Marina.
3rd XI. v. University at Happy Valley.

The first XI. will be represented by the following:—H. Owen-Hughes, P. G. M. Hughes, G. H. Piercy, E. J. R. Mitchell (capt.), A. S. Hett, Rev. E. W. L. Martin, D. H. F. McMaster, G. B. More, W. J. Woodward, E. L. Sim, and B. D. Evans.

THE MILITARY BOXING.

Owing to the typhoon weather on Saturday night the Military boxing tournament at Murray Barracks was postponed to Wednesday next.

A REPUTATION TO MAINTAIN.

The health of the herd, I am pleased to say, continues to be good. During the year under review, we imported 26 head of cattle and intend to place an order for 40 more to arrive early next year to meet next summer's demand for milk. I take this opportunity to assure you and the public that no effort or expense is spared to keep up the standard and purity of our supplies, and the public can rely on this Company doing its best at all times to ensure that these are above suspicion. This Company's reputation and success has been built up on the excellence of its supplies, and it is the aim of your Directors and the Management to see that this reputation is maintained.

DIRECTORS RE-ELECTED.

Messrs. W. S. Brown and J. P. Warren, retiring directors, were re-elected on the proposition of Mr. H. W. Page, seconded by Mr. T. Oliphant.
Messrs. Percy Smith, Seth and Fleming were re-elected auditors on the proposition of Mr. B. W. Bradbury, seconded by Mr. C. Makeham.
The dividend warrants were declared ready.

THE TYPHOON.

RAIN STORM CAUSES GREAT DAMAGE AT HAPPY VALLEY.

POOR PROSPECTS OF RACING NEXT WEEK.

After a season remarkably free from typhonic gales, Hongkong experienced its first real typhoon blow of the season over the week-end. At one time it looked as if the typhoon was heading straight for the Colony and on Saturday afternoon it was within 150 miles S.S.W. of Hongkong. Its direction then changed slightly and at 7 a.m. yesterday it passed over Hoihow, after holding a practically steady West by North course all the way from North Luzon.

The No. 1 typhoon signal was first hoisted on Friday evening at 7.10 o'clock, though at that time local conditions on the harbour were fairly peaceful. At 9 a.m. on Saturday the No. 4 signal was put up, indicating that a gale was expected from the East (N.E. to S.E.). From then onwards weather conditions began to get worse. Small craft sought shelter in the typhoon refuges and the larger vessels drew away from the wharves and went either to Kowloon Bay or Lanchow for shelter. The *Empress of Australia* went to a buoy on the fairway and rode out the gale there. Much to the surprise of people along the waterfront, the *s.s. Kosmos*, homeward bound with the mail, sailed promptly at noon, despite the fact that the typhoon was to the South of the Colony. By taking an Easterly course the vessel kept clear of the centre of the typhoon and at 6.30 a.m. yesterday a report was received at the Royal Observatory, giving her position as Lat. 20.20 (N.) and Long. 114.10 (E.). She was then experiencing E.S.E. winds, force 6 to 7.

THE FERRY SERVICE.

The Star ferry service was maintained throughout the day, and, despite some difficulty, being experienced in embarking and disembarking passengers, the ferries managed to run to schedule times. At 2.45 o'clock in the afternoon when the storm appeared to be getting worse, the red flag was hoisted on the Star ferry wharves at Kowloon and Hongkong, an indication that the ferries might stop running at any moment. The Yaimati ferries stopped running at 2.45 p.m. and did not resume during the afternoon.

REPORTS FROM SHIPS AT SEA.

According to reports from ships at sea received at the Royal Observatory, the position of the typhoon at 8 a.m. on Saturday, as reported by the *s.s. City of Durban* was Lat. 19.50 (N.), Long. 114 (E.). The ship was then experiencing a N.E. wind, force 10, her barometrical reading being 29.20.

About the same time that the *s.s. Kung Yuen*, in from Lat. 20.38 (N.), Long. 113.7 (E.) reported E. winds, force 10, her barometrical reading 29.30. In the afternoon the same vessel sent through another wireless from Lat. 20 (N.), Long. 113.3 (E.) reporting the wind squalls of hurricane force. By then her barometrical reading was 29.20.

At 7.20 a.m. yesterday the *s.s. Chukpa Maru* sent a wireless message from Lat. 20.15 (N.), Long. 110.15 (E.), which is just off Hoihow, reporting winds of force 12 velocity (typhoon force), her barometrical reading 29.30.

THE WIND AND RAIN IN HONGKONG.

The highest squall velocity registered in Hongkong was at 1.55 a.m. yesterday when 69 miles per hour were registered. During Saturday afternoon, and throughout the night, there were heavy rain squalls and during the early part of Sunday morning there was a continuous downpour of rain lasting several hours. Between 2 p.m. on Saturday and 2 p.m. on Sunday 4.51 inches of rain were registered at the Observatory, making the total rainfall since January 1st up to 96.55 inches.

HAPPY VALLEY IN A DEPLORABLE STATE.

Little or no damage is recorded as a result of the wind squalls, but the damage to Happy Valley as the result of Saturday night's rain storm—is, to say the least, serious. Despite the fact that the rainfall was comparatively light when one thinks of the heavy falls last year, the Valley appears to be in a worse state than ever it was. The work of the past few months in trying to effectively drain the race course, undertaken at great expense, counts for naught. The new sand-track, is ruined, whilst the lower portion of the valley is under water to the depth of several feet in places. Drawing a line from the top end of the Jockey Club enclosure right across the Valley to a little below the Rock there is a continuous sheet of water. From the condition of the Valley yesterday it is doubtful whether it will be possible to hold the Races next Saturday. But wonders are sometimes worked after heavy rainstorms in making the track possible for racing.

P.W.D. CULVERT.

When a representative of the *Daily Press* visited the Valley yesterday morning, the Jockey Club stewards had already begun to clear away some of the debris. Shortly afterwards a P.W.D. Official arrived on the scene and after viewing the landscape over expressively remarked: "That culvert has let us down again." It appears that the large nullah carrying the flood from the hillside above Wong Nei Chong Village overflowed during the night and the nullah wall became breached, in two places. The first breach is at the turn into the "home straight" where the rush of water took away the sod bank on the top of the wall, the water pouring over the grass track and over the sand track, carrying sand and rubble with it out on to the second green on the golf course. The second breach is more serious. It occurred at the extreme end of the Jockey Club enclosure, just where the nullah enters the culvert. Apparently the culvert could not take the great rush of water, and the side of the culvert burst, a large volume of water pouring over the grass and sand tracks with considerable force; so much so that large pieces of cement coping were swept from the culvert out on to the grass track, a distance of 10 yards. At this point the new sand track has been badly damaged, the top dressing of sand being completely washed away in places, leaving bare the under dressing of stone and cinders. Incidentally the first green and the eighth green of the golf course have suffered badly from the deluge. From a distance they appear to be completely covered with sand and rubble. Further down, everything is under water right down to the Naval Recreation Club.

COMPLETE BLOCKAGE.

It was the opinion months ago that if the culvert running under the enclosure was absolutely cleaned out of sand that the main difficulty of keeping the Valley from flooding would be overcome. For months past coolies have been working on clearing the culvert and the work was nearing completion. Apparently the clearing of the culvert of sand has made little or no difference, and the Valley is just as liable to be flooded as ever. A new drainage system was being introduced at the bottom end of the Valley, near the Naval Recreation Club. Whether this was already completed our representative was unable to learn, but judging from the depth of water at the bottom end of the Valley there appears to be a very complete blockage and that very little water is escaping from what appears to be a dam.

THEFT FROM A CHIEF ENGINEER'S CABIN.

WORK OF A RETURNED BANISHEE.

A Chinese pleaded guilty at the Central Magistracy, on Saturday, when charged with larceny from the cabin of the chief engineer of the *s.s. Wing Hong*, lying at Taikoo Dock. The engineer found defendant in his cabin with several of his personal belongings in his possession. Later he found a wedge inserted in one of his boxes. A second charge of returning from banishment was preferred against defendant and he was sentenced to three months' hard labour on the first charge and 12 months' hard labour on the second charge.

THE STRANDING OF THE "TINSING." FINDINGS OF THE COURT OF ENQUIRY.

ACCIDENT DUE TO NO. 2 PILOT'S INCOMPETENCY.

The Marine Magistrate (Lieut.-Comdr. G. N. Hole, R.N.), delivered, on Saturday morning, the finding of the Court of enquiry, which was held on Friday, to enquire into the circumstances attending the stranding of the *Tin Sing* in the West River on September 27th.

The Court was composed as follows:—Lieut.-Comdr. G. F. Hole, R.N. (President); Lieut.-Comdr. W. H. Jotham, R.N., of H.M.S. *Amphros*; Capt. R. Cumming, Master of *s.s. Maunang*; Capt. W. Muir, Master of *s.s. Tung On*; and Capt. W. Collam, Master of *s.s. On Lee*.

Mr. G. K. Hall, Brutton appeared for the China Coast Officers' Guild (Capt. D. Morgan and Chief Officer P. Scully), and Mr. Corbett for the owners, the Lien Mow S.S. Co.

Signed by all the members of the Court, the finding detailed the movements of the vessel before the stranding, and went on to state:—

"We find that the master, after his arrival on the bridge, did everything within his power to avert a disaster and that he did everything within his power for the safety of the passengers, crew and cargo after the disaster. We find that the port engine was put 'full ahead' and actually did go full ahead and was later put full astern. We find that the Chief Officer carried out his duty in pointing out to the pilot that the ship was out of position.

"We find that the cause of the casualty is due to the incompetence of Ng Ki, the No. 2 pilot, and blame is attributable to the owners, the Lien Mow Steamship Company, in that they neglected to ascertain whether Ng Ki was a competent pilot before engaging him, but relied solely on the advice of Chan Ki, the No. 1 pilot.

"The Court adjudge the Master, Mr. David Morgan, and the Chief Officer, Mr. P. Scully, to be exonerated from all blame."

DARING ROBBERY BY CHINESE.

JEWELLERY AND PURSE SNATCHED FROM LADY.

SCENE IN BROADWAY ROAD.

Three Chinese men are concerned in a daring broad daylight robbery which occurred in Broadway Road, near House 4, about 10.30 on Saturday morning.

Mrs. Deacon residing at No. 21, Broadway Road, reports to the police that whilst she was walking down Broadway Road she was accosted by three Chinese, who seized her and snatched her black leather purse containing \$31. A gold wrist watch and bracelet worth \$50, were wrested from her wrist, and they snatched from her neck a necklace of crystal stone, valued at \$20. The robbers made their escape in the direction of Causeway Bay. Mrs. Deacon states that she could identify one of the robbers.

Up to the time of writing no arrests had been made.

It is only a short time since Mrs. Deacon's house in Broadway Road was entered, and various articles stolen.

WEIHAIWEI CONSTABLE LOSES REVOLVER.

FINED \$100 OR SIX WEEKS.

A Weihaiwei constable was charged at the Kowloon Magistracy on Saturday morning, with having lost his revolver and six rounds of ammunition whilst on duty last Thursday. Defendant told the Court he had nothing to say. The Captain Superintendent of Police said he had originally taken the case himself, but he found it so serious that he thought a magistrate should hear it.

A statement was read by the Captain Superintendent in which defendant had said that he went on duty at midnight and when he reported at 4.10, he found that his revolver was missing and at once reported the matter to the sergeant on duty. He said he was sure that he had the revolver when he went on duty. Mr. Wolfe added that defendant had reported at 3.10 in the morning when the revolver was in the holster. Five minutes afterwards he had occasion to run after a small boy, but he was positive that nothing fell from him when running.

Mr. Wolfe said the revolver cost the Government \$40, but defendant could sell it for \$20. Defendant joined the Force eighteen months ago and had a clean record.

A fine of \$100 or six weeks' hard labour was imposed.

ATTEMPTS TO OBTAIN PROMOTION.

BY IRREGULAR MEANS.

WARNING BY THE SECRETARY OF STATE FOR THE COLONIES.

The current issue of the *Government Gazette* contains the following circular dispatch from the Secretary of State for the Colonies, dated August 16th, and addressed to the Officer Administering the Government:—

"Sir,—In his Circular despatch of the 17th of June, 1911, the late Viscount Harcourt disapproved attempts on the part of Colonial officials to seek the influence of Members of Parliament and others in this country as a means of bringing their services to the notice of the Secretary of State with a view to consideration for promotion.

Lord Harcourt pointed out that arrangements were in existence in the Colonial Office which ensured due consideration of the claims of all suitable officers on the occurrence of vacancies; and observed that the attempts which had been made to obtain promotion by irregular means had not been of advantage to the officers concerned.

From recent correspondence which has reached me I have formed the opinion either that the warning issued by Lord Harcourt's directions is not now generally known, or that the grave view of the practice taken by the Secretary of State is insufficiently realized. I have to request, therefore, that steps may be taken, by the publication of this despatch in the *Gazette* and by any other means available, to warn public officers that a proceeding such as that which has been deprecated will serve no useful purpose and, on the other hand, may actually be detrimental to the interests of those concerned.

REVENUE COLLECTIONS AT CANTON.

MILITARY RENOUNCE CONTROL.

A circular telegram has been issued by General Fan Shek Sang of the Yunnanese troops, announcing the release of the revenue officers under his control and their return to the proper financial authorities.

General Fan explains that he has been forced to take control of some of the revenue officers in order to support his troops, at a time when general disorder prevailed last year after the defeat of Chen Chiung Ming's troops and the subsequent arrival of his own troops in Canton.

In taking this step, General Fan is following the example set by General Hsu Chung Chi, the commander of the Cantonese troops, who had promptly complied with the Government's order to relinquish control of all the revenue collection offices in the districts occupied by Cantonese troops.

CANTON RIVER.

COMMERCIAL BODIES TO UNDERTAKE DREDGING.

Representatives of several commercial bodies have held a meeting to discuss plans for the dredging of the shallow portion of the river near the Macao forts, so as to facilitate the passage of steamers, says the *Canton Gazette*. On account of the accumulation of silt in that section of the river, serious risk is encountered by shipping when nearing the forts.

It was decided at the meeting that the commercial bodies should undertake the work of dredging the river and devise means for raising funds. The work, it is estimated, will cost from thirty thousand to one hundred thousand dollars, according to the scope of the dredging operations.

BANKNOTE CIRCULATION.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended September 30th, 1924, as certified by the managers of the respective banks, are given in the *Government Gazette* as follows:—

| | Average Amount. | Specie in Reserve. |
|---|-----------------|--------------------|
| Chartered Bank of India, Australia, China | 10,614,980 | 5,000,000* |
| Hongkong & Shanghai Banking Corporation | 40,569,633 | 29,900,000† |
| Mercantile Bank of India, Ltd. | 1,354,977 | 550,000‡ |
| Total | 52,539,590 | 35,450,000 |

* Sterling Securities deposited with the Crown Agents valued at £1,057,10.

† Securities with the Crown Agents and Straits Government £2,001,000.

‡ Securities with the Crown Agents £130,000.



FOR GOLF—

SOMETHING JUST A LITTLE DIFFERENT

PURE SCOTCH WOOL CARDIGAN JACKETS IN THE VERY LATEST DESIGNS

\$14.50 TO \$35.00

PURE SCOTCH WOOL, PULLOVER-THE-HEAD WITH 2 SIDE POCKETS, V SHAPED NECK THE NEWEST THING FOR GOLF, NO TWO COLOURS ALIKE

\$20.00 AND \$25.00

LANE, CRAWFORD, LTD.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

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GENERAL MANAGERS, HONGKONG.

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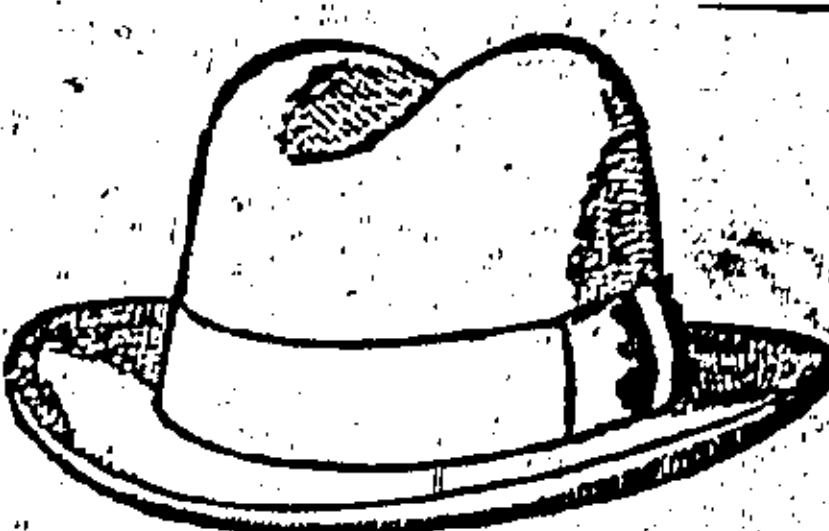
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Are well known for smart appearance and lasting wear. It's a mark of better value, as insignia of quality, a brand that means absolute satisfaction.

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JUST RECEIVED NEW STYLES—in Gentlemen's—

SOFT FELT HATS

MADE BY

GLYN & Co.,

44, OLD BOND ST., LONDON, W.

TWEED HATS & CAPS

SILK HATS

BOWLER HATS

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STRAW HATS

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB.

MEMBERS are Reminded that the ANNUAL GENERAL MEETING will take place in the Pavilion at 5.30 P.M. TO-DAY, MONDAY, 6th OCTOBER. [1330]



HONGKONG TECHNICAL INSTITUTE.

THE INSTITUTE WILL REOPEN on THURSDAY, OCTOBER 9th. Students will be enrolled at the Education Department Only, and should apply At Once for Entry Forms. [1323]



GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS current in this Colony, for Telegraphic Transfer, on the London Commission of His Majesty's Treasury, London, up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICER, until 11 o'clock A.M. on the 6th OCTOBER, 1924. The Tenders to state the total amount (in Pounds sterling). No Telegraphic Transfer will be made for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICER, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC." The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Acts 22 George III, Cap. 45 and 41, George III, Cap. 55, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the company."

R. A. BELBIN, L.C.O. R.A.P.O., Treasurer, Chest Office.

His Majesty's Treasury Office, Hongkong, 6th October, 1924. [1331]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SICILIA."

ARRIVED HONGKONG ON 2ND OCTOBER, 1924.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf ex E.I.S.N. and B. & P.S.N. Co.'s Steamers. Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 3 days, including date of arrival will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents. Hongkong, 3rd October, 1924. [1324]

NOTICE TO CONSIGNEES.

ELLERMAN LINE.

FROM UNITED KINGDOM AND CONTINENT.

THE Steamship "OSMO" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 8th October, 1924, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 15th October, 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 3rd October, 1924. [1325]

ON SALE.

HONGKONG HANBARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1923.

Revised by the Members.

PRICE 85.

DAVID PRESS, PRINTERS.

INTIMATIONS

A.D.C.

IN view of An Important Dramatic Production contemplated by the HONGKONG AMATEUR DRAMATIC CLUB for This Winter, all Interested in Dramatic Work are Cordially invited to send in their Names to the Undersigned.

Previous Experience Not Essential. In addition to Acting Parts there are Vacancies for Assistants in Every Form of Stage Work, such as Lighting, Scene Construction, Costume Designing and Supervising, also Organising and Publicity Work. No Singing and Dancing called for.

W. A. HANNIBAL, Hon. Secretary & Treasurer of the HONGKONG AMATEUR DRAMATIC CLUB, c/o Messrs. W. A. HANNIBAL & Co., 8A, Des Voeux Road Central.

[1319]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 7123 for 25 Shares, 24 per Share Paid up, number 55128/55150 in this Society standing in the Name of ROBERT JOHN JACK SNEDDON, of Hongkong, has been Declared LOST, and if the Expiration of One Month from the Date hereof the above Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the 25 Shares will be issued in its stead by the Society.

PAUL LAUDER, General Manager, Hongkong, 8th September, 1924. [1325]

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "SOUTHWESTERN MILLER"

having arrived from the above Port on 29th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 6th October, 1924, at 10 A.M.

All Claims must be presented within 15 days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th October, 1924, will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Connaught Road, Hongkong. Telephone No. 3165.

Hongkong, 29th September, 1924. [1309]

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "PERSIA"

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSARA, ADEN, COLOMBO, PENANG AND SINGAPORE

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 3rd instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 3rd October, 1924. [1321]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER

"KASHGAR."

ARRIVED HONGKONG ON 3RD OCTOBER, 1924.

FROM ANTWERP, LONDON, MALTA, PORTSAID, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary 24 hours before Arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M., on Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents. Hongkong, 3rd October, 1924. [1323]

INTIMATIONS

HONGKONG JOCKEY CLUB.

THE FIFTH EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 11th, and MONDAY, 13th OCTOBER, 1924, commencing at 3.15 P.M. Each Day. The First Ball will be rung at 2.45 P.M.

The Charge for Admission to the Public Enclosure will be \$1.

Soldiers and Sailors in uniform, Half Price. Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-Members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINDSEY & DAVIS at \$5 each up to FRIDAY, OCTOBER 10th.

The Stewards invite the Ladies of Hongkong to be present. [1317]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for BOUND TRIPS during the Months of JULY to OCTOBER, from Hongkong to Foochow (Pagoda Anchorage) and Return, Calling at Swatow and Amoy on both the Upward and Downward Voyages, by the Company's New Fast, Well-appointed Steamer "HAINING" at the Reduced Rate of \$90 for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—14 hours.

The Trip occupies 8 to 9 days and the Steamer will leave Hongkong from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow Orry, if required.

For further Particulars and Dates of Sailing, apply to DOUGLAS LAFRAIK & Co., General Managers, DOUGLAS STEAMSHIP CO., LTD., Hongkong, 17th June, 1924. [1308]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTIES.

Situate at TAI KOK TSUI in the Colony of Hongkong.

To be Sold by AUCTION, Subject to a Reserve Price

on WEDNESDAY, the 15th DAY of OCTOBER, 1924, at 3.00 P.M.

In ONE LOT

by Messrs. LAMBERT BROTHERS, Auctioneers.

In their Auction Rooms in Duddell Street.

The Properties consist of—

ALL THOSE Pieces or Parcels of Ground situate at Tai Kok Tsui and registered in the Land Office as Section A, of Kowloon Island Lot No. 833 and Kowloon Island Lot No. 831 together with the Messuages, Erections and Buildings thereon (if any).

Particulars and Conditions of Sale may be obtained from—

Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Solicitors, or from

Messrs. LAMBERT BROTHERS, Auctioneers. 1294.

TO LET.

TO LET.—One SINGLE ROOMED OFFICE on 1st Floor, No. 14/15 PEDDER STREET.

Apply—PROPERTY OFFICE, JARDINE, MATHESON & Co., Ltd. 11967

TO LET.

A SHOP Facing the Harbour with Plate Glass Window adjoining the New P. & O. BUILDING, suitable for a Steamship Business. Frontage, 17 Feet; Depth 54 Feet, with Yard and Outbuilding beyond.

Address—"A.B." care of Daily Press. [1316]

TO LET.

OFFICE ROOMS in CENTRAL POSITION. Apply—LINDSEY & DAVIS, [Alexandra Buildings.]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1924.

With INDEX. Price—\$7.50.

On sale at the Hongkong Daily Press Office.

TO-DAY.

at 2.30, 5.10, 7.15 & 9.20.

MONTE CRISTO

Increased Prices

slight change in times

2.30 & 7.15—\$1.00 & 50

5.10—\$1.50 & 80 cts.

9.20—\$2.00 & \$1.00

THE CORONET.

INTIMATIONS

Gilbey's London Dry Gin.

DISTILLED AND BOTTLED BY

W. & A. GILBEY

By Royal Appointment to

His Majesty The King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

PHONE 616.

BIRTHS.

DOWGLASS.—At Chefoo, on September 25th, to Mr. and Mrs. A. P. DOWGLASS, a son.

TINGLE.—At Shanghai, on September 29th, to Mr. and Mrs. WILLIAM TINGLE, a daughter.

ZELLENSKY.—At Shanghai, on September 29th, to Mr. and Mrs. ZELLENSKY, a son.

DEATH.

KAVANAGH.—At Shanghai, on September 29th, STEPHEN KAVANAGH, late chief engineer C.N. Co.'s str. "Hulk", aged 56 years.

Hongkong Office: 14, Chater Road.

London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 6TH, 1924.

THE LEAGUE OF NATIONS AND CHINA.

NOTWITHSTANDING the threat of the Chinese "Parliament" that China would withdraw from the League of Nations and cease to pay its large annual subscription of a million gold francs to the funds of the League if China were not elected one of the non-permanent members of the Council this year China, for the second year in succession, has failed to secure election. Only fourteen votes were given in support of her claim. This is four better than last year, but when it is mentioned that the majority required for the election of a State is twenty-four, and that the State at the top of the poll usually secures forty or more votes, the failure of China; after the protests and claims she has made in the matter, shows how little she really counts at Geneva.

This is not surprising when the political chaos and woe of governmental inefficiency in China are taken into account. A Tientsin contemporary in the course of a series of articles on the present crisis in China recently made this observation:—

"It is the atmosphere of unreality in which China and her problems are invariably discussed at International Conferences that makes it so difficult to bring home to the peoples of Europe and America the actual facts regarding conditions in this country. They learn that China has a Parliament, which they

naturally assume is an elected legislature representative of the whole nation, and when they are told that that Parliament demands a seat on the Council of the League, under threat of withdrawal, they actually take this bluff seriously. They do not know, of course, that the so-called Parliament consists of several hundred scoundrels who contrived to get themselves "Elected" in the first year of the Republic, are in no way representative of the Chinese people, and who for two years past have not passed a single piece of constructive legislation, their only achievement being a Presidential election, and a so-called Permanent Constitution, for which they were lavishly bribed."

However, much the general public abroad may be gulled into thinking that Parliament in China for the same institutions that they are familiar with in their own states, the statesmen assembled at Geneva are not to be "bluffed" by any such illusions, as the voting in this election has clearly shown. Official China has studiously refrained from making any claim to a seat on the score of national efficiency; the claim was based entirely on geographical distribution of representation—a principle which China claims was recognised in the earlier elections. If considerations of population and extent of territory alone governed the voting, China, of course, would have a very obvious claim to the honour of one of the six seats, especially as since her failure to secure re-election there has been no representation of Asia in this non-permanent body. Japan is one of the permanent members of the Council. Of the six non-permanent members of the Council last year four of the seats went to Europe and two to South America. The result of the ballot last week left this representation unchanged.

The States elected were Uruguay, Brazil, Czechoslovakia, Spain, Belgium and Sweden. Reuter informed us that when the result of the balloting was announced the Chinese delegation left the hall in a body! There are some forty other States in the League who failed to secure representation on the Council, but we are not informed that the delegates of either of them joined in this childish exhibition of petulance. Whether the Chinese Government will now act on the resolution of the House of Representatives and withdraw altogether from the League, either temporarily or permanently remains to be seen. But Dr. WELLINGTON KOO, the Foreign Minister, who dazzled previous Assemblies of the League with his brilliant oratory and created impressions of China which it has evidently been discovered that political conditions in the country entirely fail to warrant, will be well able to appreciate the fact that China's withdrawal from the League would be a "magnificent gesture" which could only have the effect of definitely placing China in the category of nations which do not count for the present in the world—except as turbulent States which have to be carefully watched as being likely to provoke a disturbance of the world's peace by reason of the fact that effective Government control is lacking. Given any semblance of political efficiency in China, we cannot doubt that representation on the Council of the League of Nations would be readily accorded to a nation which occupies so large a space on the map of the world, but to appoint to the Council a State whose government is so hopelessly chaotic as China's would be a manifest absurdity. That consideration, without doubt, was the one determining factor in the failure of China, for the second time, to secure election, and the sponsor this is clearly realised by the so-called Parliament of the nation the brighter might become the hope for sane and responsible Government in China.

Mr. Hu Han Min has assumed office as Governor of Kwangtung.

Dr. J. C. Dalmahoy Altan and Dr. G. D. R. Black have been appointed by H.E. the Governor to be members of the Dental Board.

H.E. the Governor has accepted the resignation of Lieutenant James Ralston of his Commission in the Hongkong Volunteer Defence Force.

The occurrence of an armed robbery at Lower Lascar Row was reported at the Central Police Station on Saturday.

Owing to the inclement weather Kowloon Dock swimming gala, which had been arranged to take place on Sunday, was postponed until further notice.

The typhoon rains made it a cheerless week-end for everybody—no cricket, football, hockey, boxing, swimming or tennis on Saturday, no golf on Sunday.

In Wongneichong on Friday a P.W.D. fitter was working over a water main when it suddenly burst, causing injuries to his head. He was removed to hospital.

The police have received a report from Mr. F. W. Stapleton to the effect that a good wristlet watch, valued at \$25, has been stolen from his residence in Humphrey's Buildings, Kowloon.

As a result of certain action on the part of the Singapore Turf Club, the majority of the out-station owners have been forced to consider the question of boycotting all future Singapore race meetings.

A large crowd at the Hongkong Hotel, on Saturday evening, thoroughly enjoyed the first of the season's carnivals, when Mr. Whitey Smith's band, of the Astor House Hotel, Shanghai, provided the music.

An election by the Justices of Peace of a Justice of the Peace to serve on the Licensing Board for a period of three years from May 21st, 1924, vice Mr. A. R. Lowe, deceased, has been fixed for October 21st.

At the Central Magistracy on Saturday morning a Chinese recruit undergoing training at the Police School, who had absented himself three times during the six weeks he had been there, and heedless of a warning given him had absented himself for a fourth time, was sentenced to six weeks' imprisonment with hard labour.

Professor Malini, who enjoys world-wide fame as a magician, gave one of his entertainments on Saturday night in the Theatre Royal. Despite the inclement weather the Theatre was well filled and the audience were duly amazed and mystified by the magician's marvellous performances. H.E. The Governor and a small party from Government House occupied the front seat in the well of the theatre. A cause of complaint was the late start of the performance. It was announced on the tickets for 9.15, but the curtain did not rise until 9.30. Frequent complaint is made in Hongkong about people taking their seats after a performance is commenced, but people will not be persuaded to heed these complaints if entertainers themselves do not adhere strictly to the time announced for their performances.

FATHER BANCHI'S IMPENDING DEPARTURE.

PARTING DINNER AT CATHOLIC UNION CLUB.

A farewell dinner which was well attended was given by the Committee and Members of the Catholic Union Club to the Rev. Father A. Banchi, Rector of the Cathedral, on Saturday, on the Rev. Father's recall to Milan after 24 years of active missionary life in China.

Mr. P. Silva, the Vice-President of the Club, in proposing a toast to the guest of the evening dwelt on the service Father Banchi had rendered to the Catholic Community in general and the Club in particular. He said that few missionaries could accomplish what the Procurator of the Milan Mission had done so faithfully and well.

In a very touching speech the Rector said that the faith in God and the reverence which the community had at all times shown to him had made his missionary life in China so much easier than it otherwise would have been.

PORTUGAL'S ANNIVERSARY

RECEPTION BY CONSUL-GENERAL.

In celebration of the anniversary of the Portuguese Republic, Mr. C. D'A. Castro, Portuguese Consul-General, held a reception at the Club Lusitano on Saturday morning.

Among those who attended were: Capt. R. Neville, B.M.L.I., A.D.C. to H.E. the Governor; the Hon. Sir Claud Severn, K.B.E., Colonial Secretary; Mr. Justice H. H. J. Gompertz, acting Chief Justice; Mr. Justice A. Dyer Ball, acting Puisne Judge; the Hon. Mr. A. E. Wood, Secretary for Chinese Affairs; Commander H. E. Grace, R.N., and the Consular representatives of Holland, Italy, Peru and Brazil.

THE BRITISH PARLIAMENT.

EARLY GENERAL ELECTION EXPECTED.

U.S. PRESIDENTIAL ELECTION CAMPAIGN.

SPEECHES BY MR. DAVIS AND MR. HUGHES.

BRITAIN AND EGYPT.

WHY BRITISH TROOPS ARE NECESSARY IN EGYPT.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

HOME ELECTION TALK.

PARTY PREPARATIONS.

LABOUR'S FAVOURABLE ISSUE.

LONDON, October 4th.

Enquiries at the Labour Party headquarters to-day show that while preparation for the coming election, opinion is divided as regards the choice of issue. Mr. MacDonald is credited with a desire to dissolve on the *Warrior's* Weekly issue, considering the Liberal demand for an enquiry in the circumstances of the dropping of the sedition charge as an intolerable implication against the Attorney-General; but a small group of Mr. MacDonald's supporters oppose an election on this point, thinking that the Attorney-General should resign. These represent a section most anxious to fight on the Russian Treaty.

Mr. Clynes, in reply to Reuter, said that Labour had never shirked a challenge either from the Liberals or Conservatives, and is ready to meet a challenge from both "political leaders who will be compelled to swallow their brave words of abuse and Ireland and Germany who will later have to face the same ordeal as regards Russia."

PREMIER'S CHALLENGE.

Interviewed by *Reynold's Illustrated News*, Mr. MacDonald regretted that national interests were being sacrificed to party tactics and the business of the nation brought to a standstill while the Conservatives and Liberals conspired to turn out the Government on a side issue. He added: "My select committee, to which I would appeal, is not the members of the House of Commons, but 20,000,000 electors. While I do not seek an election, I am not afraid of it. By creating a condition of things which no Government can accept, their action takes from the Government the authority it requires to conduct the business of the nation both at home and abroad; forces an election and compels us to give up at a time when I think every patriotic motive should induce them to maintain the status quo. On a big issue of policy as regards Russia, Geneva or anything they like to raise, we are ready to meet their challenge."

IRISH BOUNDARY DISPUTE.

ULSTER AND "OUR FLAG."

LONDON, October 4th.

Sir J. Craig received an ovation on his return to Belfast from London. In a speech to a crowd he said that, confronted with a fresh crisis, he had only one remark to make. Pointing to the Union Jack carried by the demonstrators, he said: "That is our flag!" His health had recovered and he was fit to lead the Ulstermen, however grave the situation.

NEWFOUNDLAND SCANDAL.

EX-PREMIER TO STAND TRIAL.

St. Johns (Newfoundland), Oct. 4th. At the conclusion of the magisterial enquiry into the criminal charges against the ex-Premier, Sir Richard Squires, the magistrate announced there was sufficient prima facie evidence to justify him committing Squires for trial at the Supreme Court. Squires reiterated his absolute denial of any complicity in the matter. [Sir R. Squires was arrested in April last on a charge of alleged larceny concerning \$20,000.]

GERMANY'S NEW BANK LAW.

BERLIN, October 4th.

A general meeting of the Reichsbank has adopted a new bank law already adopted by the Reichstag under the Dawes scheme.

LATEST CABLES.

THE WORLD'S SPORT.

HOME FOOTBALL.

LONDON, October 4th.

FIRST DIVISION.

Arsenal, 1; Blackburn, 0.
Aston Villa, 1; Huddersfield, 1.
Burnley, 0; West Bromwich, 1.
Bury, 1; Sheffield United, 0.
Cardiff, 1; Bolton, 2.
Everton, 0; Liverpool, 1.
Leeds, 0; Birmingham, 1.
Manchester City, 2; West Ham, 1.
Notts Forest, 1; Newcastle, 1.
Preston, 0; Tottenham, 3.
Sunderland, 0; Notts County, 1.

SCOTTISH LEAGUE.

Aberdeen, 1; Airdrieonians, 2.
Hamilton, 5; Cowdenbeath, 1.
Hearts, 2; Motherwell, 1.
Kilmarnock, 2; Third Lanark, 2.
Morton, 2; Falkirk, 0.
Queen's Park, 0; Partick, 0.
Raith, 2; Ayr, 1.
St. Johnstone, 1; Dundee, 2.
St. Mirren, 2; Hibernian, 2.

GLASGOW CUP FINAL.

Celtic, 1; Rangers, 4.

INTERNATIONAL "SOCCER."

LONDON, October 4th.

In the football amateur international, Wales beat South Africa by one goal to nil at Colwyn Bay.

TEST CRICKETERS AT COLOMBO.

COLOMBO, October 4th.

The M.C.C. cricket team en route for Australia defeated Ceylon in a one-day match by 15 runs on the first innings. M.C.C. scored 73 (Gresswell 5 for 38) and Ceylon 58 (R. Tydesley 4 for 23). M.C.C.'s second innings produced 114 for 4 (Chapman 70 not out).

ALL BLACKS RUGBY TOUR.

LEICESTER WELL BEATEN.

LONDON, October 4th.

The New Zealanders beat Leicester by 27 points to nil at Leicester.

AMERICAN BASEBALL.

WORLD CHAMPIONSHIP SERIES.

WASHINGTON, October 4th.

The New York Nationals defeated Washington in the first of seven games for the world championship by four runs to three.

EARLIER CABLES.

OBITUARY.

SIR MAX WAECHTER.

LONDON, October 3rd.

The death has occurred of Sir Max Waechter. [Sir Max Waechter, a German, was born in 1837. He went to England in 1859 and became naturalised in 1903. He received his knighthood in 1902.]

U.S. IMMIGRATION LAWS.

JAPANESE WOMEN IN CANADA.

OTTAWA, October 3rd.

Immigration officials state that the entry of Japanese women into Canada appears to be increasing. They have entered at a rate of 200 in the present fiscal year compared with 223 last year.

PHILADELPHIA, October 3rd.

The United States Circuit Court has ordered the admittance of six citizens of the little Republic of San Marino, holding that San Marino is a separate nation from Italy and the immigration authorities cannot group the small nations of Europe as "Other Europe" and establish a "blanket" quota for them.

It is surprising that while the trade unions rightly insist on trade union rates of pay and conditions they appear to welcome the competition of foreign goods produced under conditions they would not tolerate here.—*Sir Peter Rylands*.

The reduction of thirty million in taxation, which was provided for in the first Labour Budget, has enabled wives to spend more upon the primary necessities of life, and the agricultural and trading sections of the community have already gained substantially from this increased purchasing power.—*The Prime Minister*.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

TI 2 CHINESE EASTERN RAILWAY.

FORMER RUSSIAN OFFICIALS ARRESTED ON EMBEZZLEMENT CHARGES.

PEKING, October 4th.

According to a foreign official report four directors of the Chinese Eastern Railway, appointed by Chang Tso Lin, namely Yuan Ching Kai, Fan Chi Kuan, Lu Chin and Lu Yung Kuan, have arrived at Harbin and have conferred with the Soviet directors.

As a result of the decision reached at this meeting, M. Ostroumoff, general manager of the railway, M. Gondatti, chief of the Pensions Department, and also one Russian director have been dismissed.

The Chinese local authorities subsequently arrested Ostroumoff and Gondatti on charges of alleged embezzlement.

SHANGHAI, October 4th.

A message from Harbin dated September 29th states that the Consular Corps has removed the seals from the archives of the Land Department of the Chinese Eastern Railway.

A message dated the 3rd inst. states that a committee composed of Chinese and Soviet officials took over the administration of the C.E.R. and dismissed the former administration.

THE NEW MANAGER.

HARBIN, October 3th.

Mr. A. N. Ivanov, a Soviet engineer, has been appointed manager of the Chinese Eastern Railway.

LOCAL RESIDENT IN LISBON.

LISBON, October 4th.

Many prominent officials said farewell at the station to Sir Robert Ho Tung, including the Secretary for the Colonies, the Minister for Peking, the ex-Governor of Macao, a number of Senators, deputies and representatives, and the Foreign Minister and Chinese Minister.

DR. SUN AND JAPAN.

TOKYO, October 3rd.

Dr. Sun Yat Sen's representative, Li Lich Chun, has arrived here.

LATEST CABLES.

REUTER'S AMERICAN SERVICE.

U.S. POLITICS.

PRESIDENCY CAMPAIGNS.

MR. HUGHES SUPPORTS COOLIDGE.

CINCINNATI, October 5th.

Mr. Hughes, in a speech in support of President Coolidge's presidency campaign, said the issue was "why change?" For example, if the democrats were permitted to administer the Government they would rewrite the tariff, with all the resulting confusion to commerce. He regretted the introduction of foreign affairs into a campaign, but declared that the record of Coolidge was so well known that the insinuations of his detractors would recoil on themselves. The Americans favoured a reduction in armaments, but must be permitted to co-operate with other nations to that end without the sacrifice of their own policies.

Mr. Hughes stressed the incongruity of the democrats attacking the Government for joining the League of Nations, while their own platform avoided any immediate action in that direction by declaring for a referendum on the question.

"AMERICA WILL BE THERE."

SENATOR DAVIS' PROMISE.

NEW YORK, October 4th.

In a speech at Madison Square Garden, Senator Davis evoked enthusiastic cheers when he declared: "I am for disarmament. If I become President of the United States and a disarmament conference meets, America will be there."

BIG LIQUOR HAUL.

BRITISH BOAT SEIZED.

NEW YORK, October 4th.

A British steamer has been towed into harbour with a crew of 23 men and two women under an armed guard. It is alleged that a cargo of liquor worth \$500,000 is aboard. Prohibition officials claim, in connexion with the vessel's seizure, the discovery of a gigantic Anglo-American rum running conspiracy involving \$10,000,000.

THE CIVIL WAR IN CHINA.

[THROUGH REUTER'S AGENCY.]

CHANG CLAIMS BIG VICTORY.

CHIHLI TROOPS CUT OFF.

MUKDEN, October 3th.

Marshal Chang Tso Lin's headquarters report that a part of the third brigade under General Chang Tsung Chang has cut off the retreat of the Chihli troops at Chapeng, south-west of Kingyan, and captured one mixed brigade, fully equipped. It is also reported that the thirteenth and ninth divisions of the Chihli army have been scattered and pursued by Fengtien troops, who captured numerous guns, rifles, horses and military stores.

CHANG TSO LIN'S SUCCESSES.

MUKDEN, October 4th.

Marshal Chang Tso Lin has captured Chihfung. It is confirmed that at Linyuan much material was captured after several hours of very hard fighting in which the Chihli forces suffered heavy casualties.

Marshal Chang has ordered the Shanhaikwan army not to advance hastily but to carefully prepare to attack.

A PEKING PROTEST.

PEKING, October 3rd.

Following the protest to the French Legation against the supply of twenty aeroplanes to Mukden, the Ministry of Foreign Affairs yesterday sent a Note to the Japanese Legation asking the Japanese authorities at Dairen to hold these aeroplanes if they arrive at Dairen, adding that it is understood a French steamer is bringing the machines.

The *North China Standard* reports that the s.s. *Chantilly*, went direct from Hongkong to Yingko on September 29th with aeroplanes for Chang and handed same to the 2nd Marshal's representatives who were waiting there.

ITEMS FROM PEKING.

PEKING, October 5th.

The cruiser *Haichi* and the gunboat *Hsiao* on the 3rd captured at Fengtien a small war vessel near Taohua Island, to which it was making with two guns and supplies of ammunition. Tsao Kun has given a reward of \$10,000 for the capture of the vessel and also \$5,000 to the gunner who recently shot down a Mukden aeroplane on the Shanhaikwan front.

Official reports state that Government troops have captured Hung Chiang Tsai, on the Shanhaikwan front. Tu Hsi Kuei and Chin Yun Peng have arrived at Peking.

A MUKDEN SUCCESS.

TOKYO, October 3rd.

A message from Mukden Headquarters claims a success for the air bombing raid of the 1st inst. on barracks and military trains between Shanhaikwan and Changli, with heavy casualties. A report received from Tientsin apparently confirms this success.

[BY COURTESY OF THE "DAILY BULLETIN"]

SOVIET-MUKDEN AGREEMENT.

PEKING PROTEST TO MOSCOW.

PEKING, October 3rd.

The Ministry of Foreign Affairs yesterday telegraphed to Moscow concerning the conclusion of the Soviet-Mukden Agreement on the ground that it is contrary to international practice for a friendly Power to enter into an agreement with a local official without the consent of the Government concerned, and pointing out, moreover, that Chang Tso Lin had already been declared a rebel when the Agreement was signed, adding that the Central Government would never recognise such an agreement.

AVIATION FIELDS.

FOR KONGMOON AND HEUNGSHAN.

The development of military operations in the South, says the *Canton Gazette*, necessitates the sending of a few aeroplanes to Kongmoon to assist in the campaign, and plans have been made to establish an aviation field in Kongmoon. On account of the frequent reports of pirate activities along the coast in the Heungshan district, the Air Administration is also planning to establish another aviation base in Shekai, which is the seat of the Heungshan district, with a view to assisting the troops engaged in pirate suppression.

SCOTTISH SPORT.

SURPRISE IN THE LEAGUE.

THE CRICKET CHAMPIONS.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, September 3rd.

One of the great charms of Association football lies in those periodic upheavals which every now and then give the lie to all calculated form. At first glance the week's programme in the First Division of the Scottish League seemed a very ordinary affair, with possibly two points of live interest at Falkirk and Cowdenbeath; yet the unexpected check administered to the champions on their own ground, the equally unexpected victory of Celtic, and the prolific scoring which attended the Dundee and Greenock games all tended to transform it from the humdrum to something approaching the sensational. Kilmarnock's partial success was probably as astonishing to themselves as it was to their opponents, for they had disclosed nothing in their previous games to warrant much hope from their meeting with Rangers. The champions had, however, a decidedly off day, and although they did clever things these were spasmodic and not on the sustained scale which usually proves so devastating to the average defence. It is characteristic of Celtic that after playing three drawn games in succession they should choose Falkirk's ground to register their first victory of the season for, whatever their failings, want of courage is not one of them. If Dundee's forwards could be depended upon to score goals with the same ease as they did against Heart of Midlothian we could see them take a very high place in the competition. The tall scoring, was, however, as much or more the result of a remarkable collapse on the part of the Edinburgh half-backs than an access of skill to the Tayside club's attack. Queen's Park go on picking up points steadily. They now average one to each game, a quite satisfactory state of affairs.

Queen's Park, 1; Rangers, 3.
Hibernians, 1; Motherwell, 0.
Dundee, 6; Heart of Midlothian, 0.
Airdrieonians, 3; Third Lanark, 0.
Ayr United, 3; Aberdeen, 3.
Cowdenbeath, 1; St. Johnstone, 2.
Falkirk, 1; Celtic, 2.
Hamilton Academicals, 1; Raith Rovers, 0.
Morton, 1; Partick Thistle, 6.
Queen's Park, 2; St. Mirren, 1.
Rangers, 1; Kilmarnock, 1.

NEW COUNTY CRICKET CHAMPIONS.

The Scottish cricket season is closing under bad weather conditions, and quite a number of matches have had to be stopped. This was the case in the last game of the Scottish Counties Championship competition, that between Clackmannan County and Aberdeenshire, the abandonment of which left the first-mentioned club undisputed winners, and, it may be remarked with some propriety, popular winners. Had the game been played to a finish and Clackmannan lost they would have shared the honour with Perthshire. Clackmannan County are to be congratulated on their achievement. From the outset they have shown marked ability in all departments of the game, and in the field they had no superiors. Much of their success was due to the able leadership of the veteran T. A. Bowie.

The weather was responsible for Kelburne gaining a clear lead in the Western District Union Championship, as their game against Greenock and to be abandoned without a ball being bowled, which left the position unchanged, whereas at Uddingston, their greatest rivals for the honour, lost points through their match with Clydesdale, having to be abandoned as a draw. The other two games, however, were played to a finish, Drumphellier strengthening their position with a clever win over Poloc. West of Scotland gave another inglorious display, and were soundly beaten by Fergushie.

It was a drawn match at Bristol between a Scottish XI and Gloucestershire. In the first innings Gloucester scored 225 for 9, and the Scots followed with 167. In the second innings Gloucester, with the object of forcing a win, declared at 111. Scotland, however, made a really and put up 147, stumps being drawn when they were 20 runs short with one wicket to fall.

SAYINGS OF A WEEK.

You cannot ask one Utopian to live in another's Utopia.—*Mr. G. K. Chesterton*.
The people who love to talk are usually people who do not like themselves.—*Mr. Basil Macdonald Hastings*.

On the whole, Christian principles have permeated our people more than any other nation.—*Dean Inge*.
Life would be rather a dull affair if it were not for the fun you can get out of your work every day.—*Mr. Cecil Chapman*.

The enthusiastic man who is always shouting "Hallelujah" when there is nothing to Hallelujah about should be muzzled.—*The Rev. John McNeill*.
Whatever cry the demagogue may make about his ability to tax the rich at the end of the year, it will always be found that the people as a whole have paid the taxes.—*President Coolidge*.

The bonds, social, economic, industrial, and commercial, which are always drawing North and South Ireland together will prove too powerful for the gods and machines.—*Mr. Deakin*.

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S. K.

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LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" ... Tuesday, 4th Nov.

BIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.

"MEXICO MARU" ... Wednesday, 22nd Oct.

"CHICAGO MARU" ... Monday, 24th Nov.

BOMBAY via Singapore and Colombo.

"AMUR MARU" ... Monday, 20th Oct.

"ALPS MARU" (Calls at Penang) ... Tuesday, 4th Nov.

BANGKOK via SAIGON.

"BUSHO MARU" ... Saturday, 1st Nov.

CALCUTTA via Singapore, Penang & Rangoon.

"HAGUE MARU" ... Sunday, 9th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"ALABAMA MARU" ... Wednesday, 22nd Oct.

NEW YORK via Japan Ports, San Francisco and Panama.

"ALASKA MARU" (From Kobe) ... Wednesday, 15th Oct.

JAPAN PORTS.

"ANDES MARU" ... Tuesday, 7th Oct.

"GLENN MARU" ... Tuesday, 14th Oct.

"INDO MARU" ... Tuesday, 21st Oct.

"ALABAMA MARU" ... Wednesday, 22nd Oct.

KEELUNG via SWATOW & AMOY.

"AMAKUSA MARU" ... Sunday, 12th Oct, 11 a.m.

"KAJO MARU" ... Sunday, 19th Oct, 11 a.m.

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 9th Oct, 10 a.m.

TAKAO & KEELUNG.

"BUSHO MARU" ... Thursday, 16th Oct.

For further particulars please apply to—
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SS. "ISLA DE PANAY" ... 21st Dec.

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WAGES IN U.S. SHIPS.
COMPARISON WITH BRITISH
RATES.

The question of the rates of pay in American and British vessels is dealt with in an article appearing in the New York Journal of Commerce, and a statement is quoted to the effect that wage costs of American ships in the North Atlantic trade are 50 per cent. greater than those of British ships in the same trade. This statement is made in an analysis of ship wages prepared by the committee on national shipping policies of the American Steamship Owners' Association in connection with its investigation of comparative costs of operation and construction of American and foreign ships, the results of which are to be embodied in a report to be submitted to Congress when it meets in December. This report is intended for the information of Congress in connection with the recommendations which President Coolidge is expected to present for promoting the development of the merchant marine in the overseas trade.

The wage analysis consists of a comparison of the wages paid to officers and men on a British steamer of 3,500 gross tons in the North Atlantic trade, together with a statement of wages paid to officers and men on a privately owned American ship and on a Shipping Board ship of like character and tonnage. All three vessels have white crews. The comparison demonstrates that the difference in the wage cost of operation in the case of ships of this largely employed type and tonnage is in the neighbourhood of 1,000 dol. per month per ship against the American vessels, despite the fact that the latter, being oil burners, had a considerable advantage in fire-room wages as compared with the British coal burner.

The comparative wage costs of the three vessels quoted by the Journal of Commerce are as follows:—

| | A. | B. | C. |
|----------------------------|--------|--------|--------|
| | dols. | dols. | dols. |
| First mate | 102.70 | 105.00 | 185.00 |
| Second mate | 76.48 | 140.00 | 165.00 |
| Third mate | 56.81 | 125.00 | 150.00 |
| Fourth mate | 52.41 | 100.00 | — |
| Radio operator | 69.92 | 90.00 | 105.00 |
| Carpenter | — | 70.00 | — |
| Boatswain | 50.29 | 65.00 | 75.00 |
| Able seaman | 305.90 | 385.00 | 375.00 |
| Ordinary seaman | 75.60 | 80.00 | 95.00 |
| Chief engineer | 133.20 | 250.00 | 260.00 |
| 1st assistant engineer | 102.70 | 105.00 | 185.00 |
| 2nd assistant engineer | 76.48 | 140.00 | 165.00 |
| 3rd assistant engineer | 56.81 | 125.00 | 150.00 |
| Jr. 3rd assistant engineer | — | 70.00 | — |
| Stoker-keeper | 157.32 | 160.00 | 217.50 |
| Oilier | — | 217.50 | — |
| 2nd water-tender | 438.50 | 172.50 | 195.00 |
| Fireman | — | 150.00 | 115.00 |
| Wiper | 62.37 | 105.00 | 120.00 |
| Steward | 56.51 | 90.00 | 100.00 |
| Cook | — | 70.00 | 80.00 |
| 2nd cook and baker | 37.15 | 70.00 | 80.00 |
| Messman | — | 80.00 | — |
| Messboy | 61.18 | 60.00 | 125.00 |

Total pay per month 1,977.18 2,992.50 3,081.00

Total crew 37 38 34

A.—British (coal burner). B.—American, privately owned (oil burner). C.—American, Shipping Board (coal burner).

Notes.—On basis of pound sterling: 4.37 dol. = 1 British; 7 men at 55 dol.; Shipping Board, 6 men at 62.50 dol.;

British, 2 at 39.03 dol.; private American, 2 at 40 dol.; Shipping Board, 2 at 47.50 dol.; British, 3 at 52.41 dol.;

private American, 3 at 65 dol.; Shipping Board, 3 at 72.50 dol.; British, 3 at 72.50 dol.;

private American, 3 at 75.60 dol.; Shipping Board, 3 at 75.60 dol.; British, 3 at 75.60 dol.;

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LONDON CONFERENCE AND SHIPPING.
OPTIMISM IN GERMAN FINANCIAL CIRCLES.

Commercial circles in Germany are displaying a certain amount of optimism in view of the results achieved by the London Conference Conference, although in some industries the outlook is regarded as by no means favourable. There are many evidences of this better feeling in the reports which are coming from that country, and they are supported by the statement as to conditions in Hamburg which appears in the current issue of Lloyd's Bank Monthly from its local correspondent. The more cheerful sentiment is said to be reflected in the quotations of German industrialists, which, after a long period of complete stagnation at lowest prices, have improved considerably during the last three days of the month. Large purchases have been made, both by the German banks and by foreign buyers. Americans favouring airline and electro shares and German loans, whilst England, Holland and Switzerland have been buyers of coal and iron and railway shares. The fact that all of these undertakings, the bank was naturally compelled during the inflation period to keep the largest proportion of their capital liquid exposed them to loss through depreciation much more than companies such as railways, electricity and gasworks, etc., practically the whole of whose capital was invested in tangible assets of permanent value. It is also natural to assume that undertakings such as the latter will be the first to return to a reasonable dividend-paying basis. The prospects for the immediate future are not at all bright, nor is any optimism felt regarding a resumption of trade, even should the London Conference result in a definite settlement of the Reparations question. The proposed loan of 500 million gold marks suggested in the Experts' Report for the purpose of strengthening the reserves of the new Gold Note Bank does not appear to offer a solution of the present credit difficulties. It is felt that the only way by which the wheels of trade can be set going again and kept in motion is by the granting of large credits to private enterprise on easy terms and for lengthy periods. The Reichsbank statement for July 1924 shows a decrease in the amount of bills discounted, which figure at 1,600 million Reichsmarks and 814 million billion (paper) marks. On the assets side appears an increase from stuffs for the Far East, and the North Sea and Baltic shipyards have received fair orders from South America, Holland and England. Whereas a few months ago the North German yards were buying tonnage in England for conversion into scrap, German ships are now being offered to England for breaking up. The smaller shipping companies are in this way getting rid of tonnage which they would otherwise have to lay up and at the same time obtaining a little of that rare commodity, steady money. From practically all other centres reports as to the present position of industry are very unfavourable. Difficulty in financing purchases of raw material, impossibility of competing with foreign prices, with consequent increase of short time and, in some cases, complete closing down of works are reported on all sides. The Reichsbank has retained complete control of the exchange market. It has not only been able to satisfy all demands for foreign currency in full, but has purchased abroad gold to the value of \$1,000,000 during the month. There are signs that in view of the success of its policy of credit restriction, which nipped in the bud an incipient wave of inflation, and of the steady reduction in the note circulation noticeable during the past few weeks, industry may soon expect a little more assistance in its difficulties from the Central Institution, although nothing will be done to give it such assistance at the cost of endangering the currency.

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| HAIPHONG via HOIHOW | "MINGSANG" | Tuesday | 7th Oct. 10 a.m. |
| BANGKOK via SWATOW | "KWAISANG" | Tuesday | 7th Oct. 8 p.m. |
| TSINGTAO via SWATOW | "TINGSANG" | Wednesday | 8th Oct. 10 a.m. |
| SEANGHAI | "LAISANG" | Thursday | 8th Oct. Noon |
| KOBE via MOJI | "HOSANG" | Thursday | 8th Oct. 3 p.m. |
| STRAITS & CALCUTTA | "TAKSANG" | Friday | 10th Oct. 10 a.m. |
| SHANGHAI via SWATOW | "LEESANG" | Saturday | 11th Oct. 11 a.m. |
| MANILA | "CHIPSANG" | Saturday | 11th Oct. Noon |
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|------------------|--------------|-------------|-----------------|------------------------------|
| "GLENSHANE" | 6th Oct. | "GLENOGLE" | 24th Oct. | London, Rotterdam & Hamburg. |
| "GLENGARRY" | 16th Oct. | "GLENGARRY" | 13th Nov. | London, Rotterdam & Hamburg. |
| "GLENAFF" | 30th Oct. | "GLENAFF" | 8th Dec. | London, Rotterdam & Hamburg. |
| "CARMARTHENSIRE" | 13th Nov. | | | |

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| "CITY OF LAHORE" | 20th Oct. | Shanghai and Japan. |
| "CITY OF KARACHI" | 28th Jan. | Marseilles, London, etc. |
| "CITY OF KARACHI" | 28th Jan. | Do. |
| "CITY OF KARACHI" | 1st March. | Do. |
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| | | |
|-------------------|----------------|-----------|
| "EURYLOCHUS" | via Suez Canal | 11th Oct. |
| "CITY OF RANGOON" | via Suez Canal | 21st Oct. |
| "KOSMO" | via Suez Canal | 31st Oct. |
| "CALOCHAS" | via Suez Canal | 10th Nov. |

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|---------------|-------------------------------|---|---|
| AMBOISE | 11th Sept. | 14th Oct. | 18th Oct. |
| CHANTILLY | 25th Sept. | 29th Oct. | 2nd Nov. |
| PORTHOUS | 11th Oct. | 11th Nov. | 7th Dec. |
| AMAZONE | 23rd Oct. | 25th Nov. | 21st Dec. |
| ANGKOR | | | |

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Steamers 2nd " " £28.0s. Od. | " " £26.0s. Od.

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" " & DUNKIRK about

" " "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive about 3rd week of October.

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|---------|----------------------|-------------------------------|
| HAIFONG | Capt. W. S. Tarnhill | Tuesday, 7th Oct., at 1 p.m. |
| HAIFONG | Capt. W. C. Passmore | Friday, 10th Oct., at 5 p.m. |
| HAIFONG | Capt. Ellis Walker | Tuesday, 14th Oct., at 2 p.m. |

Arrivals and Departures from the Company's Wharf (near Blaise Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

| | |
|-----------------------|----------------|
| S.S. "MOORISH PRINCE" | 20th November. |
| S.S. "CELTIC PRINCE" | 1st December. |

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.
Telegrams: Furprince.

(Incorporated in Great Britain)
King's Building.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

| S.S. | Tons | From Hongkong (about) | Destination |
|------------|--------|-----------------------|----------------------------------|
| "PESHAWUR" | 7,834 | 14th Oct. | Mars., London & Antwerp. |
| "MOREA" | 10,911 | 18th Oct. | Marseilles & London |
| "SICILIA" | 8,813 | 29th Oct. | S'pore, Penang, Colombo & B'bay. |
| "KASHGAR" | 8,840 | 1st Nov. | Mars., London & Antwerp. |
| "MALWA" | 10,941 | 15th Nov. | Marseilles & London |
| "SARDINIA" | 6,684 | 26th Nov. | S'pore, Penang, Colombo & B'bay. |
| "KARNATA" | 9,088 | 29th Nov. | Mars., London & Antwerp. |
| "MANTUA" | 10,902 | 13th Dec. | Marseilles & London |
| "SOUFIA" | 8,898 | 24th Dec. | S'pore, Penang, Colombo & B'bay. |
| "KHIVA" | 9,097 | 27th Dec. | Mars., London & Antwerp. |

1925

| | | | |
|-------------|--------|-----------|----------------------------------|
| "MACEDONIA" | 11,089 | 10th Jan. | Marseilles & London |
| "SICILIA" | 8,813 | 21st Jan. | S'pore, Penang, Colombo & B'bay. |
| "KALYAN" | 9,118 | 24th Jan. | Mars., London & Antwerp. |
| "MOREA" | 10,911 | 7th Feb. | Marseilles & London |
| "KASHGAR" | 8,840 | 21st Feb. | Marseilles, London & Antwerp. |
| "MALWA" | 10,941 | 7th Mar. | Marseilles & London |
| "KASHGAR" | 8,840 | 21st Mar. | Marseilles, London & Antwerp. |
| "MANTUA" | 10,902 | 4th Apr. | Marseilles & London |
| "KARNATA" | 9,088 | 18th Apr. | Mars., London & Antwerp. |
| "MACEDONIA" | 11,089 | 2nd May | Marseilles & London |

BRITISH INDIA-APCAR SAILINGS

| | | | |
|-----------|--------|-----------|------------------------------|
| "TAKADA" | 8,949 | 28th Oct. | Singapore, Penang & Calcutta |
| "TALMA" | 10,000 | 11th Nov. | do. |
| "TILAWA" | 10,000 | 22nd Nov. | do. |
| "TAKLIWA" | 8,500 | 1st Dec. | do. |
| "TAIRBA" | 8,500 | 7th Dec. | do. |

EASTERN AND AUSTRALIAN SAILINGS (South)

| | | | |
|--------------|-------|-----------|-------------------------------|
| "ST. ALBANS" | 4,500 | 29th Oct. | Manila, Sandakan, Thursday |
| "EASTERN" | 4,000 | 26th Nov. | Island, Townsville, Brisbane, |
| "ARAFURA" | 6,000 | 31st Dec. | Sydney & Melbourne. |

Frequent connections from Australia with the following—
The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal, San Francisco, etc.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

| | | | |
|-------------|--------|-----------|------------------------|
| "TAKADA" | 8,949 | 6th Oct. | Shanghai, Moji & Kobe. |
| "MALWA" | 10,941 | 18th Oct. | do. |
| "TALMA" | 8,500 | 19th Oct. | Amoy. |
| "TAKADA" | 10,000 | 23rd Oct. | Shanghai, Moji & Kobe. |
| "KARNATA" | 9,088 | 1st Nov. | Shanghai, Moji & Kobe. |
| "EASTERN" | 4,000 | 1st Nov. | Moji & Kobe. |
| "SARDINIA" | 6,684 | 1st Nov. | Shanghai & Kobe. |
| "TILAWA" | 10,000 | 3rd Nov. | Moji & Kobe. |
| "TAKLIWA" | 8,500 | 13th Nov. | Moji & Kobe. |
| "MANTUA" | 10,902 | 15th Nov. | Shanghai, Moji & Kobe. |
| "TAIRBA" | 8,500 | 15th Nov. | Kobe. |
| "KHIVA" | 9,097 | 25th Nov. | Shanghai, Moji & Kobe. |
| "SOUFIA" | 8,898 | 25th Nov. | Shanghai & Kobe. |
| "ARAFURA" | 6,000 | 6th Dec. | Moji & Kobe. |
| "TAKADA" | 8,949 | 12th Dec. | do. |
| "MACEDONIA" | 11,089 | 13th Dec. | Shanghai, Moji & Kobe. |
| "KALYAN" | 9,118 | 27th Dec. | do. |
| "SICILIA" | 8,813 | 27th Dec. | Shanghai & Kobe. |

1925

| | | | |
|--------------|--------|-----------|----------------------------|
| "ST. ALBANS" | 4,500 | 3rd Jan. | Moji & Kobe. |
| "MOREA" | 10,911 | 10th Jan. | Shanghai, Moji & Kobe. |
| "KASHGAR" | 8,840 | 21st Jan. | do. |
| "MALWA" | 10,941 | 7th Feb. | do. |
| "KASHGAR" | 8,840 | 21st Feb. | do. |
| "MANTUA" | 10,902 | 7th Mar. | do. |
| "KARNATA" | 9,088 | 21st Mar. | Shanghai, Moji & Yokohama. |
| "MACEDONIA" | 11,089 | 3rd Apr. | Shanghai, Moji & Kobe. |

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Parcels: Measuring not more than 24 in. x 24 in. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Frights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

24, Des Voeux Road Central, HONGKONG

Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

| Ports | Steamers | Date of Departure | D.L. |
|---------------------------|------------|-------------------|-----------|
| AMOY & SHANGHAI | "SHANTUNG" | On 7th Oct. | Noon |
| SWATOW & SINGAPORE | "KINGFUAN" | On 7th Oct. | Noon |
| SWATOW & BANGKOK | "KWEIYANG" | On 7th Oct. | 2.30 p.m. |
| SWATOW & SHANGHAI | "SUIYANG" | On 9th Oct. | 2.30 p.m. |
| SHANGHAI & TSINGTAO | "YINGCHOW" | On 11th Oct. | Noon |
| SWATOW & SHANGHAI | "SINKIANG" | On 12th Oct. | 2.30 p.m. |
| AMOY, SWATOW & SINGAPORE | "TEAN" | On 12th Oct. | 2.30 p.m. |
| HOIHOW, PAKHOI & HAIPHONG | "TAMING" | On 14th Oct. | 10 a.m. |
| SWATOW & BANGKOK | "KALGAN" | On 14th Oct. | 2.30 p.m. |

SHANGHAI LINE.—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Swatow.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

| Steamer | Arr. Hongkong about | Sails for Manila, Sandakan, Thurs. Is. & Aus. Ports about |
|------------|---------------------|---|
| "TAIYUAN" | 5th October | 10th October, 10 a.m. |
| "OHANGSEA" | 2nd November | 6th November |

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo looked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE, Agents.

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DODWELL & CO., LTD.

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FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE £66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

| | |
|-------------------------|----------------------------|
| S.S. "DUCHESSA D'AOSTA" | Sails about 30th October. |
| S.S. "GERANIA" | Sails about 23rd November. |
| S.S. "ROSANDRA" | Sails about 30th November. |
| S.S. "NUVIDIA" | Sails about 23rd December. |
| S.S. "VENEZIA" | Sails about 30th December. |

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

| | |
|-------------------------|----------------------------|
| S.S. "FIUME-L" | Sails about 6th October. |
| S.S. "PERSIA" | Sails about 6th November. |
| S.S. "DUCHESSA D'AOSTA" | Sails about 7th December. |
| S.S. "GERANIA" | Sails about 31st December. |

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

| | |
|----------------|-----------------------------|
| S.S. "UMSINGA" | Sails about 30th September. |
|----------------|-----------------------------|

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1030.

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

| | |
|-----------------------|---|
| U.S.S. "WEST CHOPAKA" | 23 days to San Francisco. 28 days to Los Angeles. |
| U.S.S. "WEST CARMONA" | Do Hongkong 12th Oct. Leave Hongkong 14th Oct. Do Hongkong 23rd Oct. Leave Hongkong 25th Oct. |

Cargo accepted for Transhipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points.

TO MANILA, BANGKOK, SINGAPORE, ZAMBOANGA AND CEBU.

| | |
|-----------------------|--|
| U.S.S. "WEST CAJOCOT" | Do Hongkong 18th Oct. Leave Hongkong 20th Oct. |
| U.S.S. "WEST JESTEE" | Do Hongkong 20th Oct. Leave Hongkong 21st Oct. |

Through Bills of Lading issued to all Ports not served.

For Full Information, Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES-INDO-CHINA-STRAITS & JAVA.
1st Floor, Queen's Building, Phone No. Central 3002.
G. P. BRADFORD, Res. Agent.

Y. K. K. Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE
KEELUNG, HONGKONG, CANTON & HAIPHONG,
SAILING FROM HONGKONG.

For CANTON

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars, please apply to—
Branch Office: No. 27, Bonham Street West, Tel. Central No. 156.
S. MATSUI, Asst. Genl. Agent, Top Floor, King's Building, Tel. Central Nos. 140 & 445.

